

HIRAM WALKER & SONS, LTD., WALKERVILLE.  
"CANADIAN CLUB" WHISKY.  
Per Case 1 Doz. Bottles \$29.00.  
H. Price & Co.,  
WINE & SPIRITS MERCHANTS,  
12, Queen's Road Central.

# The China Mail.

ESTABLISHED 1845.

BRANDIES.  
Per Case.  
J. & F. MARTELL'S \$25.00  
Do. \*\*\* 28.00  
Do. V.S.O.P. 49.00  
Do. V.V.S.O.P. 90.00  
H. Price & Co.,  
WINE & SPIRITS MERCHANTS,  
12, Queen's Road Central.

No. 13,339

號三月正年六百九千一英

HONGKONG, WEDNESDAY, JANUARY 3, 1906.

日九初月二十年巳乙

PRICE, \$3.00 Per Month.

GENUINE MUNICH BEER.

AUGUSTINER CHAN  
EXPORT TAFEL BIER.

Per Case of 6 doz. ptes. \$18.00.  
Per Case of 4 doz. qts. \$18.00.

MAGEWEN, FRICKEL & CO.,  
3, DUDDELL STREET,  
SOLE AGENTS.  
Hongkong, December 22, 1905. 1815

Intimations.  
NOTICE.

MR. ARTHUR KLEIN has this day been authorized to sign our Firm per Procuration.  
LAUTS, WEGENER & CO.  
Hongkong, January 1, 1906. 13

NOTICE.  
MR. WALTER BAUE has been authorized to sign our Firm per Procuration.  
REUTER, BROCKELMANN & CO.  
Hongkong, January 2, 1906. 15

NOTICE.  
MR. CHATER PAUL CHATER was admitted a PARTNER in our Firm on the 1st inst.  
VERNON & SMYTH.  
Hongkong, January 2, 1906. 22

NOTICE.  
WE beg to give Notice that we will RESUME BUSINESS at Nos. 29 and 31, DES VŒUX ROAD CENTRAL, on the 10th January.  
CHEONG LEE & CO.,  
Furniture Dealers.  
Hongkong, January 2, 1906. 23

NOTICE.  
F. KIENE, INSURANCE and GENERAL BROKER, 8A, QUEEN'S ROAD, (Mr. Remedios Auction Rooms).  
Hongkong, January 2, 1906. 17

S. MOUTRIE & Co., Ltd.  
14, QUEEN'S ROAD,  
(First Floor).

PIANO AND ORGAN MANUFACTURERS,  
HONGKONG, TIENTSIN, SHANGHAI.

PIANOS, ORGANS, PIANOLA, PIANOLA, GRAMOPHONES and MUSICAL INSTRUMENTS OF ALL KINDS.  
The Latest Songs and Operas.  
TUNING & REPAIRING A SPECIALITY.

WORKMEN FROM BRISBANE.  
EVERY PIANO GUARANTEED.  
Hongkong, January 2, 1906. 18

THE DAIRY FARM CO., LD.

FINEST AUSTRALIAN BUTTER  
70 Cents per lb.  
SECOND QUALITY (Very Good)  
60 Cents per lb.  
Hongkong, October 9, 1905. 1678

THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO.  
SCOTCH WHISKY MERCHANTS.  
By Appointment to  
H.M. THE KING  
and  
H.M. THE PRINCE OF WALES  
Supplied at all the leading Clubs and Hotels, and to be obtained from All the Licensed Vendors.

## Business Notices.

W. S. BAILEY & CO.  
ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

### Hongkong-Canton Line.

s.s. HONAM, 2,383 tons, Captain H. D. Jones.  
s.s. FOWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.  
s.s. FATSHAN, 2,260 tons, Captain R. D. Thomas.  
s.s. HANKOW, 2,073 tons, Captain C. V. Lloyd.  
s.s. KINSHAW, 1,995 tons, Captain J. J. Lossius.  
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).  
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m. (Sunday excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

### Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.  
Departures from Hongkong to Macao on week days at 2 p.m.  
Departures from Macao to Hongkong daily at 8 a.m. (Sunday excepted).

### Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.  
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE LHO-CHINA STEAM NAVIGATION COMPANY, LTD.

### Canton-Wuchow Line.

s.s. SALNAM, 588 tons, Captain W. A. Valentine.  
s.s. NANNING, 589 tons, Captain C. Butchart.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the:  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
HOTEL MANSON, (First Floor), opposite the Hongkong Hotel.  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

### WANTED.

BY a Married Couple with Infant Child and Chinese Amah, BOARD and ROOMS in a Private Family.  
Address, stating terms to:  
Care of "CHINA MAIL" Office.  
Hongkong, January 2, 1906. 21

### NOTICE.

WE have this day REMOVED our Office to KING'S BUILDINGS (3rd Floor West).  
MACDONALD & CO.  
Hongkong, January 2, 1906. 14

### NOTICE OF REMOVAL.

THE Office of Mr. A. R. MARTY has this day been REMOVED to No. 14, DES VŒUX ROAD, opposite Messrs W. POWELL & Co.'s Premises; Entrance from side-lane.  
Hongkong, January 2, 1906. 19

### NOTICE OF REMOVAL.

THE Office of the SPANISH CONSULATE has this day been REMOVED to No. 14, DES VŒUX ROAD, opposite Messrs W. POWELL & Co.'s Premises; Entrance from side-lane.  
Hongkong, January 2, 1906. 20

### NOTICE.

WHILE continuing to direct the EASTERN AGENCIES of Messrs WILKINSON, HENWOOD & CLARKE, LTD., I have, with their consent, or abdicating myself at ALEXANDRA BUILDINGS, Hongkong, as a COMMISSION-AGENT and GENERAL IMPORTER under the name of DOUGLAS GRAHAM.  
W. D. GRAHAM,  
Alexandra Buildings,  
Hongkong, December 23, 1905. 2372

### CITY GODOWN.

STORAGE of Non-hazardous MERCHANDISE and OTHER GOODS, at MODERATE RATES.  
PARTS OF GODOWN TO LET, Size according to requirements, etc. For Particulars, apply to:  
LUTGENS, EINSTAMANN & CO.,  
No. 2, PEDDER STREET, 3rd Floor (Lift).  
Hongkong, November 20, 1905. 1380

### WILLIAM MACLEOD, D.D.S.

ENGLISH DENTIST.  
11 and 12, BEAUCHAMPEL ARCADE.  
Hongkong, October 13, 1905. 1929

### Dr. T. YAMASAKI,

DENTAL SURGEON.  
(JAPANESE DIPLOMA).

No. 50, QUEEN'S ROAD CENTRAL, Second Floor, above TAX OFFICE.  
Latest American methods. No charge for consultation.  
Office Hours:—8 a.m. to 5 p.m.  
SUNDAYS—8 a.m. to Noon.  
Hongkong, December 9, 1905. 2286

### THE MUTUAL STORES.

SINCE the Business of the MUTUAL STORES has been taken over by the present management on the First of July, 1905, every effort has been made to secure the most up-to-date goods for our customers. Our prices are most moderate and reasonable.

We take this opportunity to inform the public that our firm has never given guarantee on behalf of persons or firms in connection with mortgages, etc., and will never do so. All instruments in connection with money matters on account of our business should bear the signature of our Mr. TAM HOK PO, 譚鶴坡. No other signature is recognised.  
THE MUTUAL STORES,  
Hongkong and Canton.  
Hongkong, January 1, 1906. 24

OCEAN ACCIDENT & GUARANTEE CORPORATION, LTD.

HEAD OFFICE: MOORGATE ST., LONDON.  
I have This Day APPOINTED Messrs SHEWAN, TOMES & CO. AGENTS for the above Corporation, in place of Mr. F. KIENE, whose engagement has been terminated.  
J. T. HAMILTON,  
Manager for the East.  
Hongkong, November 16, 1905. 3

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

I have This Day APPOINTED Messrs SHEWAN, TOMES & CO. GENERAL MANAGERS for Hongkong for the above Society, in the place of Mr. F. KIENE, whose engagement has been terminated.  
J. T. HAMILTON,  
General Manager for the East.  
Hongkong, November 16, 1905. 2

CARLTON HOUSE HOTELS,  
No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.  
COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.  
FOR TERMS, APPLY TO THE MANAGER.  
Hongkong, April 18, 1905. 204

### 朱 CHEE WING & CO.

24 & 26, LEE YUEN STREET (WEST) HONGKONG.

DEALERS IN  
All Sorts of COPPER, BRASS, STEEL, IRON WARE, &c.

STEEL GIRDERS and TREES, CORRUGATED IRON, PIG IRON, &c., Suitable for  
SHIPS, ENGINEERS AND HOUSE BUILDERS.  
Hongkong, May 29, 1900. 1237

CHINA AND COAST PORTS STEAMSHIP COMPANY.

I have This Day been Appointed as MANAGER.  
GEO. KERBLE,  
3, MacDonnell Road,  
Hongkong, December 11, 1905. 2293

## Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED  
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

### BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES.



BEWARE OF IMITATIONS. SOLE MANUFACTURERS:  
BELL'S ASBESTOS CO., LTD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND.  
OFFICE:—6, DES VŒUX ROAD.

LANE, CRAWFORD & Co.

AN ENTIRELY NEW STOCK OF GENTLEMEN'S UNDERWEAR AND PYJAMAS.

The "WOLSEY" Unshrinkable Underwear N.B.—Any Garment Shrink in Washing

REPLACED FREE SPECIAL VALUE IN ALL WOOL PYJAMAS.

DRESSING GOWNS, OVERCOATS, WINTER GLOVES, MUFFLERS, CAPS, SHIRTS, COLLARS, TIES.

LANE, CRAWFORD & CO.

STAG HOTEL,  
148, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED; WELL FURNISHED, AND AIRY BEDROOMS. Monthly Board accommodated on very moderate terms. For Particulars, apply to THE MANAGER.  
Hongkong, November 3, 1904. 1985

HOTEL BALTIMORE (LATE HOTEL AMERICA)  
2, WYNDHAM STREET.

A FIRST-CLASS HOTEL under European Management, NICELY FURNISHED, AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS. EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf. Terms Reasonable. Apply to THE MANAGER.  
Hongkong, June 21, 1905. 1151

N. LAZARUS, OPTICIAN, No. 3, PEDDER STREET, (Under Hongkong Hotel).  
SIGHT TESTED FREE. LENSES GRIND ON REPAIRS A SPECIALITY.  
Hongkong, November 27, 1905. 1797

HARRIS-KRENEY CO.  
MANUFACTURERS OF HIGH-GRADE FIBRE, RATTAN AND HARDWOOD FURNITURE AND NOVELTIES.

NO BAMBOO FRAMES IN OUR CHAIRS.  
Just received a New Stock of TIENTSIN RUGS.  
Showrooms—No. 2, Pedder St.; Factory—1 to 13, Shaikwan Rd.  
Hongkong, December 13, 1905. 2311

LEE LOONG & CO.,  
FURNITURE STORE,

No. 14, QUEEN'S ROAD CENTRAL (Next Door to H. Price & Co.)  
ALL Kinds of FURNITURE, CARVED CARTONS, BLACKWOOD, CROCHERY and GLASS WARE, KITCHEN UTENSILS, etc., etc. AT MODERATE PRICES.  
Hongkong, September 21, 1905. 178

CARLTON HOUSE HOTELS,  
No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.  
COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.  
FOR TERMS, APPLY TO THE MANAGER.  
Hongkong, April 18, 1905. 204

朱 CHEE WING & CO.

24 & 26, LEE YUEN STREET (WEST) HONGKONG.

DEALERS IN  
All Sorts of COPPER, BRASS, STEEL, IRON WARE, &c.

STEEL GIRDERS and TREES, CORRUGATED IRON, PIG IRON, &c., Suitable for  
SHIPS, ENGINEERS AND HOUSE BUILDERS.  
Hongkong, May 29, 1900. 1237

CHINA AND COAST PORTS STEAMSHIP COMPANY.

I have This Day been Appointed as MANAGER.  
GEO. KERBLE,  
3, MacDonnell Road,  
Hongkong, December 11, 1905. 2293

## Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.75 per Cask, ex Factory

In Bags of 250 lbs. net, \$2.80 per Bag, ex Factory.

Shewan, Tomes & Co.

GENERAL MANAGERS.

Hongkong, September 30, 1905. 286

FAIRALL & CO

ARE SHOWING A FINE SELECTION OF

Lace Berthes, Fichus and Scarves,  
Silk Blouses, Satchels, Belts,  
Silk Hosiery, Furs and Feather Boas, Umbrellas,  
Sunshades, Handkerchiefs, (Plain and Fancy),  
GLOVES AND NECKWEAR.

HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE, THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.

MODERATE TERMS AND NO EXTRAS  
219c] H. HAYNES, Manager

PELHAM HOUSE

PRIVATE HOTEL, CENTRALLY SITUATED. THREE MINUTES' WALK FROM POST OFFICE. SPECIAL TERMS FOR MONTHLY BOARDERS. RATES MODERATE. 28, WYNDHAM STREET. Hongkong, September 6, 1904. 163

VICTORIA DISPENSARY.

Aniseed and Licorice Cough Balsam for Coughs, Colds, Hoarseness, and Soreness of the Chest—Price 50 cents and \$1.00.

CRUIKSHANK'S COUGH REMEDY, A valuable remedy for Influenza, Colds, Bronchitis, Asthma, and all Diseases of the Chest and Lungs—Price \$1.00 per Bottle.

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.  
A LARGE STOCK OF DIANIES, 1906. AYRES CHAMPIONSHIP TENNIS BALLS, 1906. CHESS, DRAUGHTS, DOMINOES, BANKER, CHANGE FOR A SHILLING, and Large Variety of INDOOR GAMES.

CHRISTMAS NUMBERS, GRAPHIC, HOLLY LEAVES, SKETCH, WINDSOR, LONDON, ROYAL, A New Stock LADIES' AND GENTLEMEN'S BOOTS AND SHOES. CROQUET LAWN BOWLS—TENNIS AND CRICKET BALL.

CALDBECK, MACCREGOR & CO

WINE AND SPIRIT MERCHANTS.

15, QUEEN'S ROAD.

Hongkong, December 30, 1905.











## A NATURAL

## MINERAL

## WATER

## FINTS

## and

## SPLITS.

TANSAN.  
Ginger  
Ale

## PINTS AND SPLITS.

Beware of fraudulent

## IMITATIONS.

The only genuine TANSAN

Bears the name of

J. CLIFFORD-WILKINSON.

H. PRICE &amp; CO.,

12, QUEEN'S ROAD,

SOLE AGENTS FOR HONGKONG.

Hongkong, January 3, 1906.

WM. POWELL,

LIMITED.

ALEXANDRA

BUILDINGS.

LADIES'

BLOUSES &amp; SHIRTS,

IN

Silk, Violette &amp; Delaine.

Smart Jackets, Coats,

Furs, Feather

Stoles, etc.

Tan, Beaver, Slate, Grey

and White

SUEDE and

KID GLOVES.

INSPECTION INVITED.

WM. POWELL, Ltd.,

Alexandra Buildings.

## THE HONGKONG FROZEN

## FOOD SUPPLY.

## THE DEPOT OPENS AT 9 A.M.

## PRIME Australian Beef, Mutton, Lamb,

## Pork, Dairy Farm Fed-Pork &amp; Veal,

## Apples, Choice Australian, 30 cts. per lb.

## Bacon, Best English, 75 cts. "

## Bacon, Best Australian, 70 cts. "

## Capons, Dairy Farm Fed, Dressed, 1.05 each

## Chickens, do do 75 cts. "

## Chicken's Gizzards, 4 cts. "

## Ducks, Local (dressed), 65 cts. each.

## Ducks, Wild, 75 cts. "

## Australian Smoked Mullet, 50 cts. per lb.

## do do Schnapper, 50 cts. "

## Hares, Local (dressed), 35 cts. each

## Hares, Australian 1st Grade, \$1.40 each

## Ham, Best York, 70 cts. per lb.

## Ham, Australian, Pineapple, 65 cts. "

## (2 cts. extra per lb. for Ham if cut).

## Honey, Best Australian, 50 cts. per lb.

## Kidney Australian Sheep, 5 cts. each

## Oysters, American, large size, \$2.50 per tin.

## Australian Oysters, 24 doz., 5 lbs \$1.00, bot.

## SPECIAL NOTE:—A large bottle

## Partridge, Local, 75 cts. each

## Pigeons, Local, 25 cts. each

## Pigeons, Wild, Dressed, 20 cts. each

## Rabbit, Australian 1st Grade, 55 cts. each

## Rabbit, do do, 50 cts. "

## Sausages, Australian Fritz, 60 cts. per lb.

## Sausages, Own Make (of Aus-

## tralian Meats), 25 cts. per lb.

## Tongues, Australian Sheep, 20 cts. each

## Turkeys, Australian (plucked), 70 cts. per lb.

## SPECIAL NOTE:—Orders required to be filled in the Early

## Morning should be sent in before 3.30 p.m.

## Orders for Noon should be sent in by

## 5.00 a.m. the same day.

## Orders for 3.30 p.m. should be sent in by

## Noon the same day.

## Hongkong, December 21, 1905. 1273

A. S. WATSON  
& Co., Ltd.

WINE &amp; SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY.

THIS

CELEBRATED

BLEND

OF

THE FINEST

WHISKIES

DISTILLED

IN SCOTLAND

IS CHARACTERISED BY ITS

FINE

FLAVOUR

and

MELLOWNESS

ATTAINED ONLY BY

GENUINE

QUALITY

and

GREAT AGE.

Per Dozen, \$16.50.

A. S. WATSON & CO.,  
LIMITED.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

## MEMOS. FOR TO-MORROW.

## Meeting.

Noon—Meeting of The Union Insurance

Society of Canton Ltd., at the Registrar's

Office.

## Miscellaneous.

11.30 a.m.—Military Gun Practice.

6 p.m.—Lecture in City Hall.

Goods per Ocean not cleared at 4 p.m.

on this date, subject to rent.

## General Memoranda.

FRIDAY, JANUARY 5:—

5.30 p.m.—Organ Recital at St. John's

Cathedral.

Goods per Nippon undelivered after this

date subject to rent.

Goods per Aratoon Apan undelivered

after 4 p.m. on this date will be landed.

WEDNESDAY, JANUARY 10:—

Goods per Indramayo not cleared on this

date subject to rent.

FRIDAY, JANUARY 12:—

9 p.m.—Performance at City Hall.

## The China Mail.

HONGKONG, WEDNESDAY, JANUARY 3, 1906.

## WRETCHED RUSSIA.

THE lover of humanity feels heart-sore

as he scans the daily news from Russia.

Perhaps the general public, from the

very inevitableness of the diurnal tale

of massacre and murder, of cities flamm-

ing and falling, of infuriated men in

uniform slaying and being slain by their

anger-drunk brethren without, comes to

look upon the awful story as something

beyond the scope of their sympathy.

But those who recognise that these mad-

dened mortals who are draping with

death the streets of Moscow are men

of their own colour, who worship the

same God, and are in their semi-blind

fashion groping their way toward the

same ideal, realise the awfulness of

this senseless sacrifice of life. We have

remarked before that it is difficult to

understand what actually is the im-

mediate objective of the rioters, "or

revolutionaries, as they must now be

called. Tardily, it is true, but none-

theless definitely and irreversibly—

unless the people persist in their insane

demand of "all or nothing"—a certain

measure of liberty has been offered by

the autocracy. If this were accepted

the gradual enlightenment which would

follow would secure for the Russian

people, a real representative Govern-

ment, when they were fit to shoulder

the responsibility of wisely selecting

their own rulers. But by their insane

refusal to accept social salvation on the

instalment system they are wantonly

pressing back the hands of the clock. The

reactionaries are no doubt, even now,

whispering in the ears of the distracted

Czar "these people cannot be trusted

with liberty; give them but a small

measure of it and they seek license;

for your sake, for our sake, most of all

for their sake, recall your promise and

let us deal with them in the only

manner which they understand." In

sober truth the Czar could not be so

greatly blamed if he listened and

heeded. The ignorant mob is like a

child which flies into a passion and

throws down its food because its men-

tor will not permit it to gorge itself

with some indigestible delicacy. We

sympathise with the child because it

sins from ignorance, but if we cannot

persuade it to mend its manners

we have to adopt the form of

punishment which leaves a mark behind.

It looks as if only such means

would be effectual in Russia. They

would fail if the revolutionaries had

a definite goal before them; they

will probably succeed because the

revolutionaries content themselves

with half articulated and confused cries

for vengeance instead of demanding

in one united volume of sound the

measure of liberty which they could

assimilate. In all probability Russia

is only half way across the sea of blood

which must be traversed before the

shore of Peace is gained.

In yesterday's issue we gave a trans-

lation of an editorial which appeared

in the Chinese Mail, deploring the fact

that the Sanitary Board had licensed

the sale of cat and dog flesh, and ex-

pressing the fear that it would lead to

the annihilation of the cat and dog

population of the Colony and a con-

sequent increase in the rat community.

We are now informed that our Chinese

editor is wrong in his facts, inasmuch

as the Sanitary Board did not license

the sale of cat and dog flesh—but only

the sale of venison. As a matter of

fact our reporter was under the im-

pression that the Board consented

to a license being granted for the

sale of meat other than that sold

in the public market, and as yet we

have to learn that cat and dog flesh

can be purchased there under its right

## LOCAL AND COAST NEWS.

## Count Katsura is likely to succeed

Marshall Oyama as Chief of the General

Staff Office.

## Rear-Admiral Shimamura succeeds the

late Vice-Admiral M. Togo in the command

of the training squadron.

The Tokio municipality are about to

rebuild the Nihon Bashi in granite, at a

cost of about half-a-million yen.

The "Suwo," ex "Pobieda," has

arrived safely at Sasebo. Her after-mast

is gone and her hull is badly battered.

Mr Percy C. Vincent, shipping clerk

at the British Consulate, Nagasaki, died

there of paralysis on the 22nd, aged 43.

A telegram in the Maitetsi Tokio,

says that 100 Europeans were wounded

in a riot at Alexandria, in the Caucasus,

on the 10th inst.

It is proposed by the Throne to change

the title of the 'Imperial Resident in

interior and exterior Tibet,' to that of

Lieutenant-Governor.

It is now officially announced that

Baron Munom von Schwarzenstein, German

Minister to China, has been made German

Ambassador to Japan.

An official return made on the 16th

ult., says that 46 steamers were arrested

and confiscated during the war, 14 were

released, and 5 are still *sub judice*.

The Government Gazette of December

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WEDNESDAY, JANUARY 3, 1906.

## THE CHINA MAIL.

## A BROKEN CABLE.

## Claim Against the "Rubi."

## Alleged Negligence.

In the Summary Jurisdiction of the Supreme Court, this morning, before His Honour Mr. A. G. Wise, P. J., Judge, the China and Japan Electric and Telephone Company Limited, for \$1000.

Mr. E. H. Sharp, K. C., (instructed by Mr. H. G. C. Bailey, of Messrs. Johnson, Stokes and Master) appeared for the plaintiffs, while defendants were represented by Mr. H. E. Pollock, K. C., (instructed by Mr. F. B. Deacon, of Messrs. Deacon, Croker and Deacon).

The following special jurors were called:—Messrs. Lawrence Gibbs (foreman), T. F. Hough and C. H. Grace.

After being sworn the foreman of the jury said—Are we to be paid by the day? (laughter).

The Judge said—There is an Ordinance about it to which I can refer you later.

Mr. Sharp then read the statement of claim, statement of defence, and plaintiff's reply thereto, and continued—On August 29 last the "Rubi" was, in the afternoon, lying at Kowloon Dock undergoing her annual overhaul, and at that time she was not only without steam but her boilers were empty and she was helpless. You will recollect that this was at the height of the typhoon season, and the barometer had been steadily falling for some days prior to August 29. Typhoon notices had been issued by the Observatory for the two previous days, and at 7.30 on the morning we are now considering the red drum was hoisted. At 11.45 a.m. the Observatory issued a notice that the typhoon threatened to approach the south coast of China within twenty-four hours and steamers began to leave their moorings for safe anchorage at Stonecutters' and Kowloon Bay. Notwithstanding this—the weather, the warnings and the ship being in a helpless condition—at three o'clock that afternoon the "Rubi" sent for the tug "Robert Cooke" and had herself towed, not as you might expect, to a safe anchorage, but to her buoy just off the Club. After that the barometer went on falling and at 5.50 in the afternoon the black drum was hoisted. Although the "Rubi" then had plenty of time to signal to the tug, she still had no steam, and did not do so. At 10 o'clock that night the typhoon gun was fired, and during the whole of the night the barometer continued falling and the wind now began to rise. Hitherto we have only had warnings, but the wind now rose much. At daylight on August 30 the ships in the harbour continued to leave their moorings, for safety, but notwithstanding these further warnings when daylight came the "Rubi" did not signal the "Robert Cooke," which was lying with steam up, as is her custom in typhoon weather. The tug was hoisted, the barometer continuing to fall and the wind to increase. Two of the few remaining vessels in the harbour were then towed to safe anchorage by the "Robert Cooke" but the "Rubi" did nothing. As appears from her log, work was being done to the starboard main boiler during the morning. Just before noon, after practically all other vessels had gone, the "Rubi" at last cut off from her buoy and then attempted to proceed to Kowloon Bay, without the aid of a tug, under her own steam. She had two main boilers, of which only one was in use, and as such, half power, and the tug was being towed in the disabled condition she ventured to proceed out against the wind (did not select Stonecutters' anchorage) to Kowloon Bay. It has also to be remembered that the "Rubi" was empty at the time and therefore more susceptible by several people to get away from her, but, buoy and the tug, she was towed out to sea. She took her 12.30 to get as far as the cable reserve, where she anchored. We shall prove that the blow was very far below typhoon force, though it was a full head and gale, and could have made the typhoon anchorage, but with only half power and no cargo she should not have put herself in the position she did. Even if the defendants prove that at 12.30 the "Rubi" could not proceed against the wind, she ought not to have delayed so long and ought not to have ventured out without the aid of a tug. If under these circumstances she had been ordered by the wind and driven into some other ship I submit that she would have been entirely in the wrong. The tug was not towed out until 4 o'clock in the afternoon, three and a half hours after the ship anchored. On the following morning the "Rubi" took up her anchors, the Telephone Company's cable, which is laid in the centre of the harbour, coming within the port anchor, and she then cut or broken; it was found that the cable was broken about one-third of the distance from the southern end of the cable; both ends were in their proper positions, but the cable near the anchor took a sharp turn to the west and the southern end, which before was slack was found to be broken.

The Merchants Shipping Ordinance provided that a person negligently injuring a cable was liable to a fine and to make good the damage. The regulations made under the Ordinance prohibited anchoring within the cable reserve and a ship on doing so would be prima facie liable unless it could be shown that all due and reasonable care and precautions had been taken.

The matter, continued Mr. Sharp, is an important one to the public, as well as to the Telephone Company. The importance of protecting these cables and of maintaining our communication with the mainland is apparent and can scarcely be exaggerated. I think you will come to the conclusion that this damage was due to the negligence of the defendants, and to exercise such care as was reasonable and proper to prevent such a disaster.

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## BANDITS AT CHIN YIN.

## Braves tied by their Queens.

## (From a Correspondent.)

News from Ching Yin District has been received here to the effect that the place is in a state of riot, and that the mobs are becoming uncontrollable.

On the first day of the present moon the Police barracks were attacked by bandits. The police were taken quite by surprise. After trying the constables, or rather the so-called "braves," together by their queues, the bandits ransacked the place and carried away arms, ammunition, clothing, etc.

About a week ago it was reported that in the neighbouring villages, as many as fifteen maidens were carried away and held for ransom.

It can be gathered from the above that places up the river are unsafe both for foreign missionaries and natives.

## COUNTING THE CHINESE.

## A Census of the Two Kwangs.

Viceroy Shun of Canton has been ordered from Peking, by telegram, to take a census of the inhabitants of the two provinces under his jurisdiction. All the districts, counties, and villages are to be included. According to the instructions the work will be thoroughly done. The number of families, individuals, and the profession and work of each is called for.

Where the new police have jurisdiction two months are allowed to carry the work through; and wherever in the two provinces the telegraph is in use the instructions must be issued locally at once. In the more remote and secluded paratotal sumners are to be sent forth with the imperial edict, so that none may be overlooked.

If a census can be taken, though it will not be indeed correct in the sense in which we use the word, but only approximately so, it will give us some idea of the density of the population of the Two Kwangs.

A meeting of the Horticultural Society was held this afternoon. A report of the proceedings will be published to-morrow, the meeting commencing too late to allow of a report being given to-day.

## At Home at General Bragg's.

Yesterday an "At Home," attended by the greater number of the American residents here, took place at the house of the American Consul, General Bragg. The event was most interesting as the entertainment was designed to celebrate the fifty-second anniversary of the General's wedding, in addition to wishing the General's friends prosperity for this New Year. Mrs. Bragg received her guests, with the usual American cordiality, in the dining-room, and each partook of wedding cake in honour of the occasion. His Excellency the Governor, accompanied by Captain Leslie, went to offer congratulations to the old people as well as the Admiral, Sir Gerard Noel, and Lady Noel. From 3 to 7 p.m. a constant stream of friends came and went. Members of the other Consular bodies were amongst the guests.

## Peak Tram Breakdown.

Passengers by the 1.15 p.m. train to-day from the lower station to the Peak received something of a shock at Plantation Road Station. The small bogie which goes underneath the car left the rails and began to bump ominously beneath the car. The occupants of the tram started with fright, the unusual occurrence, three of them going so far as to leap precipitately from the car. The others had sufficient presence of mind to retain their seats and after a minute's delay, the tram having come to a standstill in the meantime, they also alighted and finished their journey on foot. The cause of the mishap was soon rectified and the tram recommenced running before much delay had been occasioned.

## WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—On the 3rd at 11.55. The barometer has risen over N. China and E. Japan, and fallen over S. China and Formosa.

Pressure remaining low to the N.E. of Japan, and the high pressure area still lies over China to the North of the Yangtze. Strong monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Forecast:—Moderate N. winds; fair.

## MODERN EDUCATION IN INLAND TOWNS.

## Advances in Kwangtung.

The fact, chronicled in another column of this paper, that Messrs. Shewan, Tomes and Co. have generously contributed \$1000 to the assistance of native educationalists brings into view an important advance in the adjoining province, if not in the whole of China. Whilst it is generally known that the Chinese at last are thoroughly convinced of the usefulness of their system of national education, and are attempting to introduce, in the Treaty Ports at least, a substitute which shall be more effective in preparing the rising generation for the discharge of their duties as citizens of their own empire, and indeed of the world, it is not so generally known that this movement is not confined to the Treaty Ports. As a matter of fact the whole of China is being affected by this great change. Inland cities—far removed from the direct influence of Western civilization and where contact with the foreigner is of the remotest kind—as well as the Treaty Ports are being provided with schools on the improved Western model. They are also being thronged with students.

A visit was recently made to the district city of Heung Shan, which, though situated in the midst of a rich silk-producing district, and crowded with a dense population, has only an indirect contact with the outer world. It is true that many Chinese emigrants reside in the district, who have returned to their native land with money and ideas. But after all they form but an insignificant fraction of the population, and though they may have a good balance in the Hongkong and Shanghai bank, they are persons of little influence or prestige. Yet in Heung Shan, far away from the Treaty Ports, determined attempts are being made, and not unsuccessfully, to introduce the new system of education. Two of these new colleges were visited. The first contained perhaps a hundred students of whom many were over twenty years of age, and some not less than thirty. They were all well dressed and groomed, and appeared to be alert and intelligent. This college takes the place of our normal training colleges at home. As far as could be gathered these men were all in training as future teachers. They were being taught how to use their own native language so that when presently they are put in charge of the vernacular schools of the neighbourhood, they will be competent to teach the youth to understand as well as memorise their native tongue. This will be a long stride in the right direction, for as things are to-day though a youth may spend three or four years at school he is just as helpless with his own language as though he had never gone at all. Most of the teaching in this college is therefore confined to means by which a more intelligent method of learning the Chinese language can be brought within the reach of the million, per medium of more intelligent teachers, and these men are being trained to undertake this gigantic task. They are also taught to value time, to conform to a timetable, as well as to understand the value of physical drill.

In the second college visited all the scholars were younger, and were all dressed in the new approved modern uniform. Here too a more extensive curriculum was in vogue. The English language was taught, as well as Chinese teachers, and mathematics and elementary science were not overlooked. Indeed the prospectus was capable, if carried into effect, of turning out quite a different man from the antiquated type of thirty years ago. It was evident, however, in which direction the Chinese direct their thoughts. The walls of this college were covered with charts and pictures, not of the usual harmless type of animals and birds, but suggestive of war and victory. These were foreign prints of the evolution of the modern gun, and might have been copies of the new engravings which are appearing in the new Harmsworth encyclopaedia. As the genealogical tree shows the development of the family, these specimens show the earliest attempts of man to defend themselves and kill their enemies, culminating in the 12-inch gun of the modern battleship. Moreover on all sides were hung cheap and flaming pictures of Japanese soldiers. It was not that they were hung cheap and flaming pictures of Japanese soldiers. It was not that they were hung cheap and flaming pictures of Japanese soldiers. It was not that they were hung cheap and flaming pictures of Japanese soldiers.

It is evident that even yet Chinese have not learnt that education should be sought for its own sake, and though the gains will certainly fall to those who dig deep, they are not the only things to be striven for. The Chinese evidently believe that in some mysterious way the new education has made Japan omnipotent in the face of her vaunted enemy, and that therefore if they seek to reach the same lofty pedestal by the same method they will likewise ultimately find themselves thus favoured, and have all their enemies at their feet.

It was noticed that these particular colleges were held in the ancestral halls of the clans resident in the districts; and that although certain of the rooms had been transformed and adapted so as to provide suitable accommodation for modern teaching, the hundreds of tablets of the deceased ancestors were still visible and ranged in rows in the ancient and accustomed places. On the other hand it was noticed that the idols, though not destroyed as has been the case in some temples, were boarded off as if their presence would appear incongruous in the face of this modern attempt at enlightenment. It was learnt also that on Sundays no lectures were given, and no lessons were learnt. Indeed, from information gleaned, it appears that many of the students attend preaching in the Christian mission chapels, of which there are four in the district, and in this they are encouraged rather than otherwise. One school, it was said, was presided over by an earnest Christian teacher. It is impossible to appreciate fully the dynamic power of this new force which is being introduced into the body-politic of China. As was said in older times now wine cannot be contained in old bottles, so it is certain that new ideas cannot be coerced into old forms, and this conception of life should transform Chinese thought altogether.

## THE DREAD PLAGUE.

## Sad Story from Osaka.

A gruesome case is reported from Osaka, says the Japan Chronicle. On December 21 a son carried the dead and plague-stricken body of his mother from house to house in the effort to obtain shelter and avoid reporting to the police. It appears that a button-maker lived with his wife and son in Misaki-ku. Notice was given by the authorities that the houses in that quarter would be cleaned and the inhabitants disinfectant. The wife of the button-maker was worried at this notice, and persuaded her husband to remove from the district. On December 19 the family hired a room in the house of a friend at Suyegoshibashi, and by this time the wife felt ill. Her condition became worse, and a doctor being sent for at one glance detected the fearful disease of the woman and ran away. So says the vernacular report. An hour afterwards the woman died, when the compiler of the house insisted that the family should leave. From now they appear as outcasts. The son carried the lifeless body on his back and followed by his father, left the house. Now the family of the former house in which they lodged refused to admit them, and they retraced their steps through the dark streets. On the way the father, having lost his companion bearing the body, suddenly turned in at a police station, and told his story.

## BY WHARF AND WAVE.

The "Carmania," the latest addition to the Cunard fleet, had in November, a most successful trip. She is a double of the "Caronia," with the exception of the propelling machinery; turbines being fitted instead of reciprocating engines, and she is the first liner for the service between England and the United States to be fitted with turbines; she is also the largest vessel afloat with a speed of 80 knots. Her contract was for a six hours' continuous trial was 19 knots, and she made nearly 19. The "Carmania" was built with a view to a comparison between the turbine and the reciprocating engines, and was therefore in a certain extent an experiment. The "Carmania" is 472 ft. in length, 72 ft. in breadth, and 52 ft. in depth, is 20,000 tons gross, and has a displacement of 28,800 tons on a draft of 38 ft. She has been designed to carry about 12,000 tons dead-weight, and has a water-bullet capacity of 3,450 tons. There are twelve boilers being closed by means of the water-tight doors in the ship to be closed in a few seconds, either individually or collectively, from the captain's bridge or any other convenient place. The "Caronia" was the first British liner on which the installation was fitted, and in consequence of its success it was decided to fit it on board the "Carmania." The vessel has accommodation for 300 first-class, 350 second-class, 1,000 steerage passengers, in addition to a crew of 450.

In the number for the 12th October (says Fairplay) I referred to the "South and South-West Coast Fishing Syndicate," which was offering investors profits of over 700 per cent, and I stated: "It is hard to believe that there are investors who believe that there are investors with the equally small figures mentioned. Mr. William Thompson, described as a shipowner, and Mr. Vyvan Henry Moyle, described as a 'clerkman,' are now charged at the Tower Bridge Police Court with conspiracy to defraud—in connection with the South and South-West Coast Fishing Syndicate. It was stated that Thompson was better known to the public as 'Charles Wells of Monte Carlo.' Among the assets of the Syndicate was the wooden steamer 'Shanklin,' built in 1873, which had been lying at Birkenhead for the last five years. It was not known exactly what Thompson gave for this vessel, but it was in the market last April, and sold for £140. Another vessel owned by the Syndicate was the 'Rosenhalla,' which was said to be quite unworthy, and was purchased last October for £160. In addition to these vessels, the Syndicate possessed some fishing tackle and a Japanese canoe. It seems that many people were taken in by the prospectus referred to in Fairplay of the 12th October, and sent sums varying from £50 to £200. As security for these sums mortgages were taken on the property of the investors. It was stated that the Syndicate had a ship, the 'Shanklin,' which was valued at £25 each, but no fewer than 106 mortgages on the 'Shanklin' were issued, the total amount being £2,633. It remains to be seen how the Court will deal with this most extraordinary case.

## EVERYBODY USES Chamberlain's Cough Remedy.

MOTHERS buy it for croupy children, railroad men buy it for severe coughs, and elderly people buy it for all ailments. We move from Boston, Iowa, U.S.A. We all move Chamberlain's Cough Remedy, than any other kind, seems to have taken the lead, and for several other good brands. For sale by All Dealers. W. & W. Co., Ltd., General Agents.

## PARIS LETTER.

## (From Our Correspondent.)

Paris, November 23. The King of Spain is expected to arrive here to-night in strict incognito. He will hunt on Monday with the President at Rambouillet and the remainder of his visit will be devoted to sightseeing. The King will stop at the Hotel Bristol, as his grandmother's palace in the Avenue Kleber has just been sold for three million francs to an American Syndicate, who intend an American skyscraper hotel.

Queen Ranavaloa, the ex-Queen of Madagascar, leaves Paris to-day for Algeria. Her pension has been raised by an additional yearly grant of twenty-two thousand francs, payable by Madagascar. She earnestly begged to be allowed to well in France, but her request was not granted.

The election of Prince Charles of Denmark to the Norwegian throne has greatly pleased the French. They have been fearing that the popularity of the German Kaiser in the Nordic might have caused the election of a Hohenzollern Prince. Germany tried to raise a Republican party in Norway and in less than six months they were able to attract 70,000 voters and 100,000 abstentions from the bulk of 400,000 electors who acclaimed the separation from Sweden. As the Norwegians are essentially democratic it was the policy of German wirepullers to give them time for reflection, but the rapidity of the Monarchical party has avoided that peril. Strangely enough Republic France rejects in the election of King Edward's son-in-law. Norway, thus allied to England, will become a Portugal of the north.

A rather sensational affair has been brought before the Council of Ministers. General Perin, at a largely attended parade, rode up to General Brugere and extended his hand, but the latter declined to notice it, saluted and turned away. On the next occasion when the Generals met, on the Bois de Boulogne, General Perin saluted, but General Brugere did not even acknowledge it. The incident caused considerable comment and General Perin protested to the Minister for War. Cabinet Council was called and both Generals were examined. General Brugere declared that he did not see General Perin's salute, or he would have returned it, as he neglected to do so would have been a breach of military discipline, as well as offending an inferior officer, who would not have had the right to demand satisfaction by arms. This explanation is generally regarded as somewhat of a quibble.

Prince Louis Napoleon has arrived in Paris. He is a general in the Russian Army and is credited with having declared his desire to go to Manchuria to fight for Russia. He was appointed Governor of the province of Eriwan and after pacifying the province he resigned to visit Paris. The leaders of the Bonaparte expedition and a senior fond of the French Capital. The leaders of the Bonaparte party in France did not notice his visit and it is rumoured that he does not get on well with Prince Victor Napoleon.

The number of Americans who are buying their way into the English Peerage is increasing almost monthly now, and a number of wealthy Americans are becoming naturalized in the higher circles (as far as notice the effect Americans have had on Modern Society). The Clergy and Ministers of the various sects deplore the growing neglect of the observance of Sunday, due to the American invasion. The rich Yankee have no qualms about the fact that an English noble was awarded to him a Continental title of greater value than a Continental title that is not genuine. For a few hundred pounds the Valentin will make a person a Marquis or a Count, and in America the best is the best. As the titles of Count, Viscount and Baron usually belong to all male members of a family on the continent, unlike the exclusive English fashion of the title only going to the eldest son, Americans are getting chary of bartering their dollars for continental "handles."

The decrease in the birth-rate in France is still the subject of comment. Last year the births totalled 810,000, the previous year 862,000, and each preceding year to higher figures until 1871, when the births were 905,000. In England there are ten times as many births, and in Germany nearly two years increase by a population equal to that of Alsace and Lorraine. The remedy suggested to France is early marriage, as advocated by the well-known statistician, M. de La Palisse. As the law stands at present no young man can marry until he is twenty-five without his parents' consent, and it is suggested to amend the law to bring France into line with England, Germany, Denmark, Belgium, Russia and Portugal in this respect.

## To-day's Advertisements

NOTICE TO CONSIGNEES. FROM CALOUTTA, PENANG AND SINGAPORE.

THE Steamship *Arcton*, having arrived from the above Ports, is despatched for the above Ports on FRIDAY, the 5th inst., at 11 a.m. For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers. Hongkong, January 3, 1906.

THE Steamship *Empire*, having arrived from the above Ports, is despatched for the above Ports on FRIDAY, the 5th inst., at 11 a.m. For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers. Hongkong, January 3, 1906.

THE Steamship *Indra*, having arrived from the above Ports, is despatched for the above Ports on FRIDAY, the 5th inst., at 11 a.m. For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers. Hongkong, January 3, 1906.

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THE Steamship *Indra*



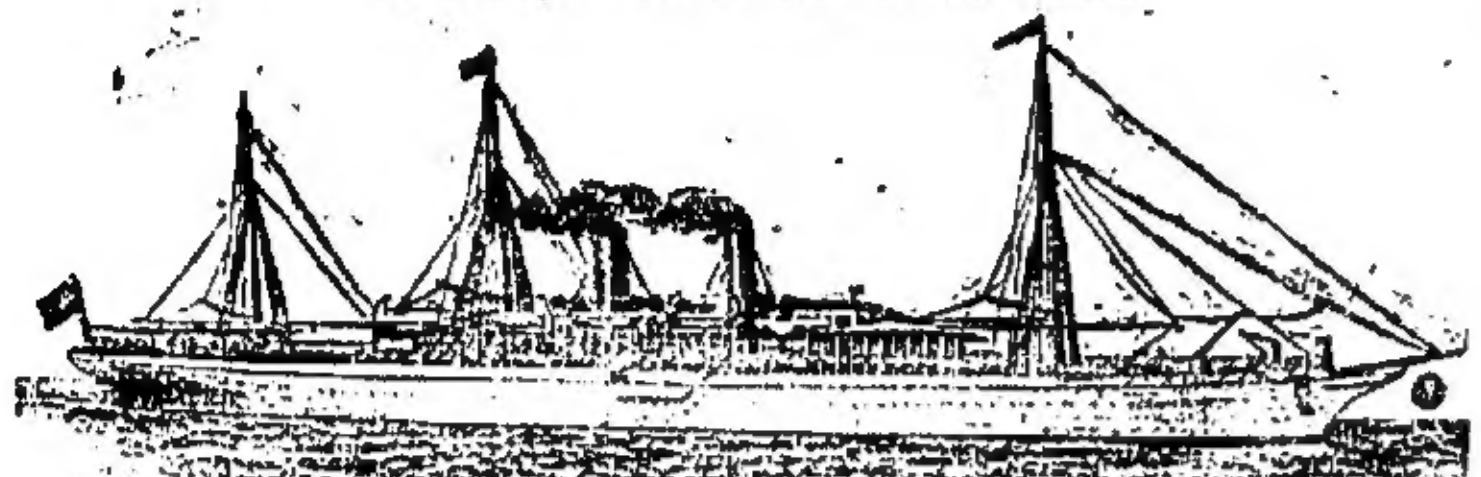
## Shipping.

PENINSULAR & ORIENTAL STEAMSHIP  
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

named FOR	STEAMERS	TO SAIL ON	REMARKS
YOKOHAMA, via SHANGHAI, SUMATRA	.....	About 7th January	Freight and Passage.
MOJI AND KOBE, via SHANGHAI, SUMATRA	.....	About 7th January	Freight only.
LONDON & ANTWERP, via SHANGHAI, SUMATRA	.....	About 13th January	Freight and Passage.
SHANGHAI, via SHANGHAI, SUMATRA	.....	About 13th January	Freight and Passage.
LONDON, via SHANGHAI, SUMATRA	.....	Noon, 13th January	See Special Advertisement.

P. &amp; O. S. N. Co.'s Office, Hongkong, December 30, 1905.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

**LUXURY SPEED PUNCTUALITY.**  
The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "EMPERESS LINE." SAVING 3 TO 7 DAYS OCEAN TRAVEL.  
12 DAYS YOKOHAMA TO VANCOUVER.  
21 DAYS HONGKONG TO VANCOUVER.

Proposed Sailings.	(Subject to Alteration).
R.M.S. EMPRESS OF CHINA, 6000 Tons, WEDNESDAY, Jan. 10, 1906.	LEAVE HONGKONG, Jan. 10, 1906.
ATHLETIC, 3882 Tons, WEDNESDAY, Jan. 17, 1906.	ARRIVE VANCOUVER, Jan. 31, 1906.
EMPERESS OF INDIA, 6000 Tons, WEDNESDAY, Feb. 7, 1906.	LEAVE HONGKONG, Feb. 7, 1906.
TARTAR, 4425 Tons, WEDNESDAY, Feb. 17, 1906.	ARRIVE VANCOUVER, Feb. 28, 1906.
EMPERESS OF JAPAN, 6000 Tons, WEDNESDAY, Mar. 7, 1906.	LEAVE HONGKONG, Mar. 7, 1906.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

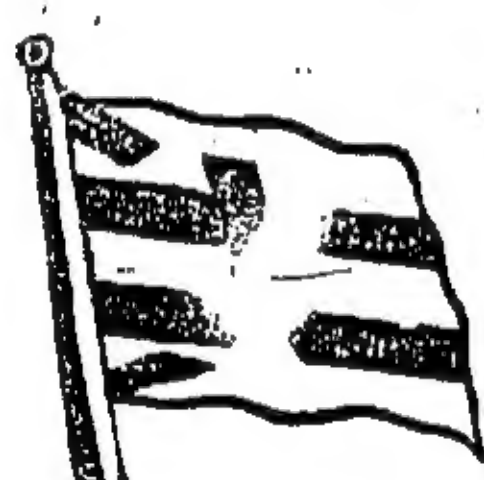
Hongkong to London, 1st Class, via St. Lawrence 280, via New York 282. Intermediate on Steamers, £40. " " " £42.  
R.M.S. TARTAR and ATHLETIC carry INTERMEDIATE Passengers only " intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal ports and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.  
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
CONNIE FRIDEN STREET and FRAY, Opposite Black & Pier, Hongkong, December 13, 1905.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG  
(SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL
SHANGHAI	HINSANG	THURSDAY, Jan. 4, at 3 p.m.
MANILA	YUENSANG	FRIDAY, Jan. 5, at 4 p.m.
SINGAPORE, PENANG AND CALCUTTA	NAMSANG	SATURDAY, Jan. 6, at 3 p.m.

\* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.  
† Taking Cargo on Through Bills of Lading to Chefoo and Yangtze Ports.  
For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE  
BETWEEN HONGKONG, SOUTH CHINA  
COAST PORTS AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

For	STEAMERS	To SAIL
SHANGHAI, via SWATOW, AMOY AND FOCHOW, TAMSUI, via SWATOW, AND AMOY, TAMSUI, via SWATOW AND AMOY.	.....	THURSDAY, 4th Jan., 10 a.m.
SHANGHAI, via SWATOW, AMOY AND FOCHOW, TAMSUI, via SWATOW, AND AMOY, TAMSUI, via SWATOW AND AMOY.	.....	SUNDAY, Jan. 7, 10 a.m.

THE CHARTERED S.S. FRITZGER, Capt. H. HALLBERG, DECEMBER, Capt. SCHLAEGER.  
\* This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light.  
† Taking Cargo on Through Bills of Lading to all Yangtze & Northern China Ports.  
For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

Proposed Sailings from Hongkong for  
VICTORIA B.O. AND TACOMAVIA  
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captains	To SAIL
SHAWMUT	9008	E. V. Roberts	About Jan. 23.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The "Twin-screw" s.s. Shawmut and Tremont are fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to  
DODWELL & CO., LIMITED,  
GENERAL AGENTS.  
JULIEN'S BUILDINGS,  
Hongkong, December 28, 1905.

## Shipping.

## OCEAN STEAMSHIP COMPANY, LIMITED,

CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LIMITED.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL  
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST  
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

## EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	SAINT BEDE	4th January.
GLASGOW AND LIVERPOOL	ANTENOR	16th " "
GLASGOW AND LIVERPOOL	OPACE	23rd " "
GLASGOW AND LIVERPOOL	NINOCROW	24th " "
GLASGOW AND LIVERPOOL	ACHILLES	30th " "
GLASGOW AND LIVERPOOL	PELUS	6th February.
GLASGOW AND LIVERPOOL	ALCINOUS	13th " "

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP, LONDON	.....	16th January.
* GENOA, MARSEILLES & LIVERPOOL, Pax Line	.....	20th " "
AMSTERDAM, LONDON & ANTWERP, STERIOR	.....	30th " "
AMSTERDAM, LONDON & ANTWERP, SAINT BEDE	.....	13th February.
* GENOA, MARSEILLES & LIVERPOOL, PATROCLE	.....	20th " "
AMSTERDAM, LONDON & ANTWERP, ANTENOR	.....	27th " "

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

## THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON POINTS IN THE UNITED STATES OF  
AMERICA AND CANADA.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGA NINGCOW	.....	24th January.
SAKI, KOBE & YOKOHAMA	.....	.....

## WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA AND PACIFIC COAST	PINGUET	25th January.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, December 30, 1905.

## CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	CHANGCHOW	4th January.
CHEFOO	SHANGHAI	5th January.
SHANGHAI	HANYANG	5th January.
MANILA, ZAMBOANGA, PT. DARWIN THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHRISTIE	16th January.

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.  
† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.  
‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.  
N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, January 2, 1906.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships.  
—Electric Light—Perfect Cuisine—Surgeon and  
Stewardesses carried.—All the most up-to-date arrange-  
ments for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Date.
RUBI	2540	R. Almond	Manila	Jan. 6, at Noon.
ZAFIRO	2540	R. Rodger	Manila	Jan. 13, at Noon.

For Freight or Passage, apply to Shewan, Tomes &amp; Co., General Managers.

Hongkong, January 2, 1906.

## HONGKONG—NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND  
SUEZ CANAL.  
(WITH LIBERTY TO CALL AT THE  
MALABAR COAST).

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, December 19, 1905.

## GLEN LINE OF STEAMSHIPS.

FOR MARSEILLES, LONDON AND  
ANTWERP.

THE Steamship GLENTURBET, Captain R. WILKINSON, will be despatched at  
above Port, on or about TUESDAY, the  
16th January, 1906.  
For Freight and further particulars,  
apply to  
McGREGOR BROS. & CO.,  
Hongkong, December 27, 1905.

2991

## FOR SAN FRANCISCO.

THE Steamship DAKOTAH,

Captain ROSS, will be despatched for the

above Port, on or about TUESDAY, the

16th January, 1906.  
For Freight and further particulars,  
apply to  
SHEWAN, TOMES & CO.,  
Agents,  
Hongkong, November 21, 1905.

2185

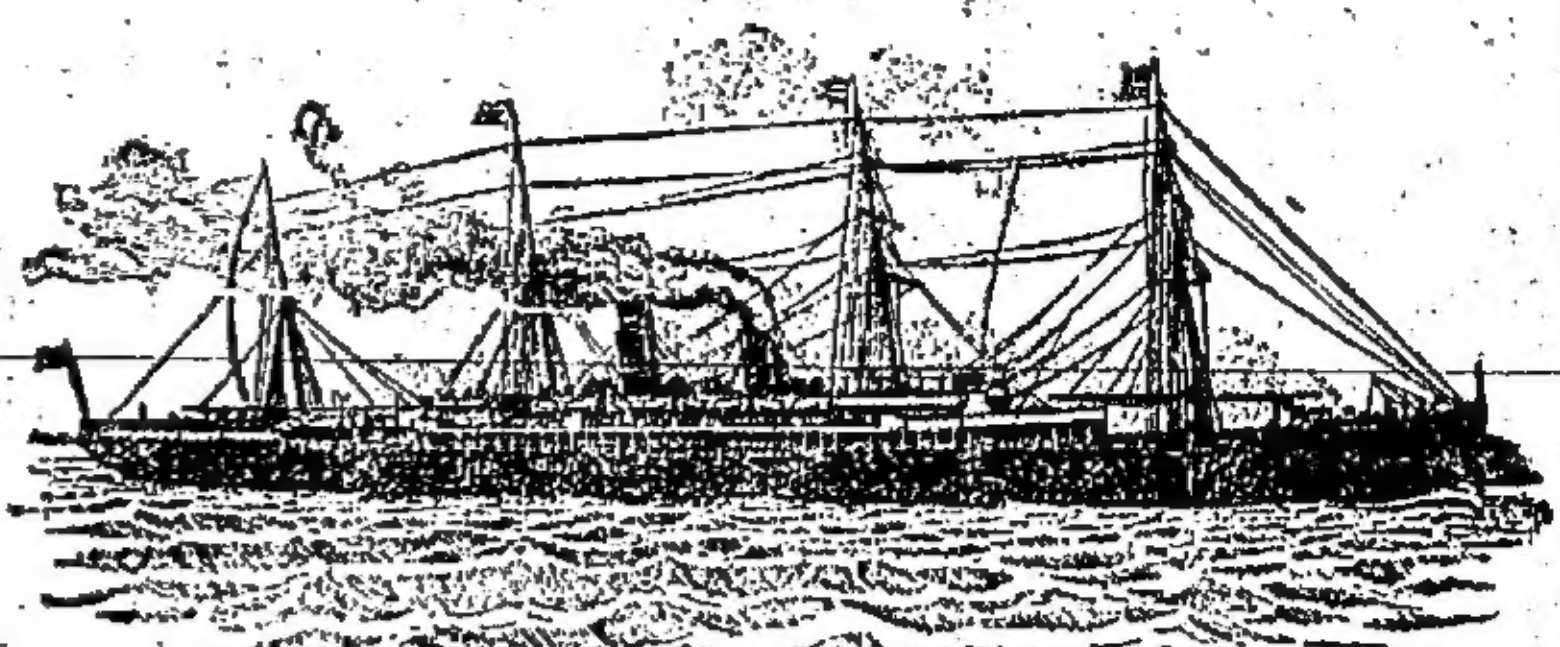
## Shipping.

## PACIFIC MAIL S.S. CO.,

## OCCIDENTAL AND ORIENTAL S.S. CO.,

## TOYO KISEN KAISHA.

## U.S. MAIL LINES.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND SOUTH AMERICA,  
AND EUROPE.

## SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via HONOLULU,  
on OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).			
CHINA	10,200 Gross Tons.	FRIDAY,	5th Jan., at Noon.
* MANCHURIA	27,000	FRIDAY,	26th Jan., at Noon.
* KOREA	18,000	FRIDAY,	9th Feb., at Noon.
* SIBERIA	18,000	FRIDAY,	2nd Mar., at Noon.
* NIPPON MARU	11,000	FRIDAY,	12th Jan., at Noon.
* HONGKONG MARU	11,000	FRIDAY,	2nd Mar., at Noon.
* AMERICA MARU	11,000	SATURDAY,	10th Mar., at Noon.
* DORIC	9,500	FRIDAY,	19th Jan., at Noon.
* COPTIC	9,500	TUESDAY,	20th Feb., at Noon.

\* Twin Screws.

## RECORD FAST TRIPS.

Yokohama to San Francisco, s.s. KOREA, 18,000 tons, September 16-27th 1905;

10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, s.s. SIBERIA, 18,000 tons, August 16th-20th, 1905

4 days, 19 hours.

San Francisco to Yokohama, s.s. SIBERIA, calling at Midway Islands and Honolulu

en-route, August 16th-21st, 1905, 13 days, 13 hours.

Yokohama to San Francisco, s.s. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905

10 days, 10 hours and 20 minutes.

THE P. M. Steamship CHINA, will be despatched for SAN FRANCISCO, via

SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA

AND HONOLULU, on FRIDAY, the 5th January, 1906, at Noon, taking cargo, for

Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of

China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan

Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Over-

land Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and

South America, by the Companies' connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the

Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

Hongkong, December 3, 1905.

PORTLAND AND ASIATIC  
STEAMSHIP COMPANY.SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN,  
MOJI, KOBE & YOKOHAMA; FOR  
PORTLAND, OREGON.

OPERATING IN CONJUNCTION WITH THE OREGON RAILROAD &amp; NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. TO SAIL ON.

NOMANTIA 4870 FELOTHANN Jan. 7, at Daylight.

ARABIA 4483 MEZENTHIN Jan. 31, at Daylight.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and

United States Ports. For through rates of Freight and further information,

communicate with or apply to

S. SILVERSTONE, Acting General Agent.

Hongkong, December 28, 1905.

## GREAT NORTHERN STEAMSHIP CO.

FOR SEATTLE, via SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA

(PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS

'MINNESOTA' AND 'DAKOTA'

(Each Tons 20,715 Gross Reg.).

Will be despatched from Hongkong as follows:—

DAKOTA, Captain E. FRANCKE, On or about SATURDAY,

27th JANUARY, 1906.

MINNESOTA, Captain J. H. RINDER, On or about FRIDAY,

16th MARCH, 1906.

Conveying Cargo to the Pacific Coast, United States and Canadian Overland Common

Points; also Passengers to the United States, Europe, &amp;c.

These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS;

equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS,

BARBER SHOP, NURSERY, STEAM LAUNDRY, &amp;c.

Special Provision is made for the safe transit of SILK, TREASURE and Valuable

Cargo; and PARCELS carried at low rates to all points of U.S.A. in connection with

the Great Northern and Northern Pacific Express Companies.

Trans-Pacific Cabin Passengers by this Line can, if desired, TRAVEL BY RAIL

between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE.

Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available

for return by the steamers of the REGULAR MAIL LINES.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,  
Agents.

Hongkong, December 20, 1905.

1884

22

22

## Shipping.

MESSAGERIES  
MARITIMES

## FRENCH MAIL STEAMERS.

STEAM FOR  
SINGAPORE, HONGKONG,  
BATAVIA, COLOMBO, INDIA,  
ADEN, EGYPT, DUBOUI,  
MARSEILLES, LON-  
DON, HAYRE, BORDEAUX, MEDITERRANEAN  
AND BLACK SEA PORTS.THE Steamship ERNEST-SIMONS,  
Captain BOUQUET, will be despatched  
for MARSEILLES on TUESDAY, the  
9th January, 1906, at 1 p.m.This Steamer connects at COLOMBO with  
the Australian line Nera bound for Mar-

seilles, via BOMBAY and ADEN.

Passage Tickets and through Bills of

Lading issued for above ports.

Cargo also booked for principal places in

Europe.

Next Sailings will be as follows:—

S.S. POLYMERIS, Jan. 29, 1906.

S.S. CALEDONIE, Feb. 6, 1906.

S.S. SALAZIE, Feb. 20, 1906.

G. DE CHAMPEAUX,  
Agent.

Hongkong, December 27, 1905.

2383

FOR NEW YORK,  
via PORTS AND SUEZ CANAL.(With Liberty to Call at Malabar Coast  
Ports).THE Steamship HUDSON,  
Captain J. BURNETT.

The above steamer will be despatched

hence, as above, on or about January 15th,

1906.

For Freight of other information, apply

to

STANDARD OIL COMPANY  
OF NEW YORK,  
Oriental Freight Department,  
Hotel Majestic, 2nd Floor.

Hongkong, December 15, 1905.

2324

## NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND  
SINGAPORE.THE Company's Steamship Namsang,  
having arrived from the above Ports,  
Consignees of cargo by her are hereby  
informed that their goods will be delivered

from alongside.

Cargo impeding the discharge or re-

maining on board after 4 p.m. the 29th

inst., will be landed at Consignees' risk

and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, December 27, 1905.

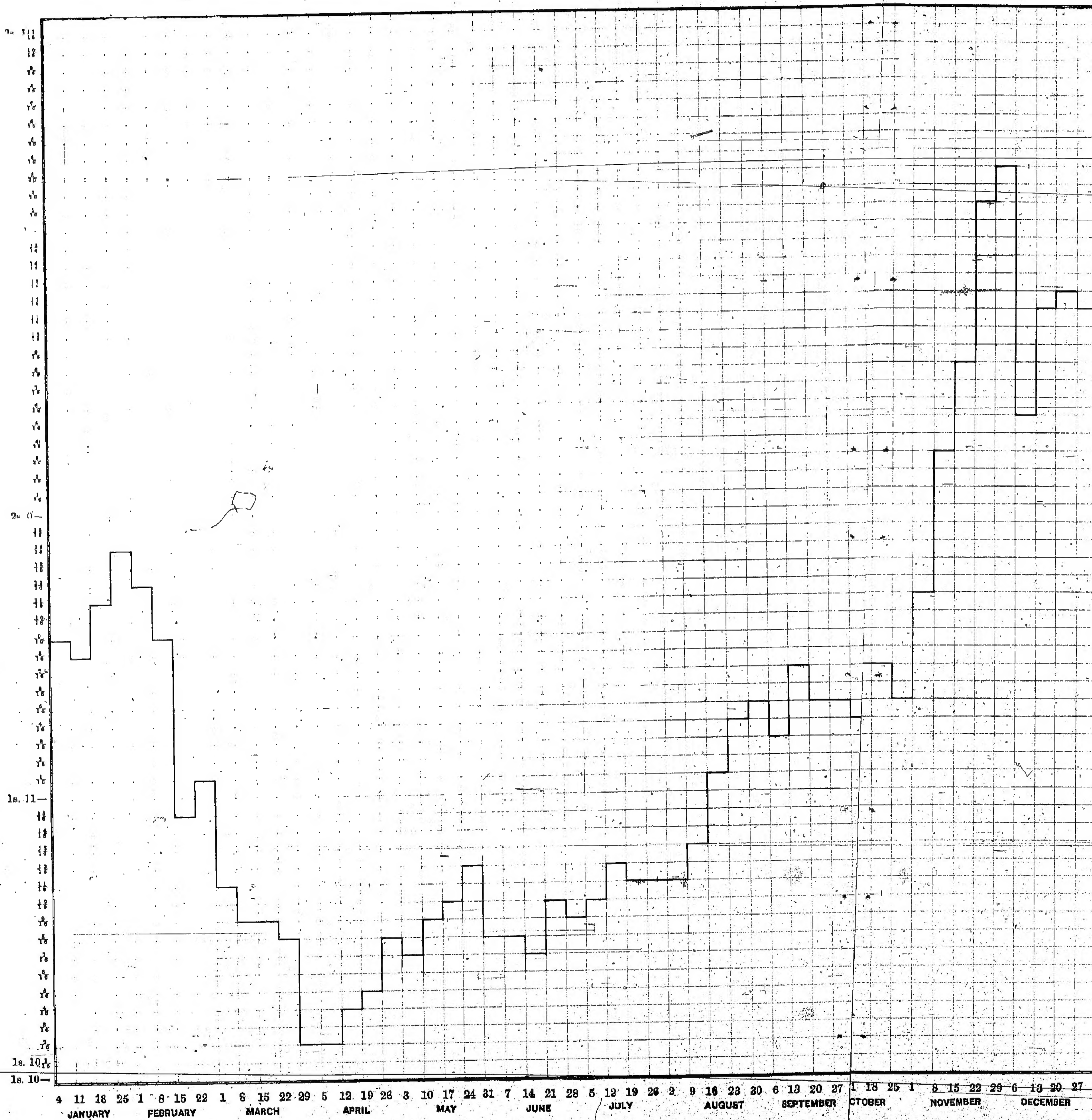
2380

BRITISH INDIA STEAM NAVI-  
GATION COMPANY, LIMITED.



## THE FLUCTUATING DOLLAR.

This diagram indicates the fluctuation in exchange taken at intervals of a week from January 4 to December 27, 1905.





# PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY.

## HOMEWARD PASSENGER SEASON, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

## MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO NEW YORK.

STEAMERS	Leave Colombo	Connecting Steamers from Colombo to Marseilles & London	Due at Marseilles (Brindisi 2 days earlier)	Due at PLYMOUTH (London 1 day later)
ARCADIA 7000	Feb. 10	BRITANNIA 7000	Saturday, Mar. 10	Friday, Mar. 10
DELTA 3000	Feb. 24	MONGOLIA 10000	Mar. 24	Mar. 30
DELTA 3000	Mar. 10	MOULTAN 10000	Apr. 7	Apr. 13
OCEANA 7100	Apr. 7	MARMORA 10000	Apr. 27	May 11
ARCADIA 7000	Apr. 21	VICTORIA 7000	May 20	May 26
DEVANHA 3000	May 5	HIMALAYA 7000	June 2	June 9
DONGOLA 3000	May 19	INDIA 8000	June 17	June 23

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following :-

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

## LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due at LONDON
JAPAN 4500	February 14	March 31
SUMATRA 5000	February 28	April 14
NUBIA 6000	March 14	April 28
JAVA 4500	March 28	May 12
FORMOSA 4500	April 11	May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

\* JAPAN, 'CEYLON' and 'FORMOSA' carry only First Saloon Passengers.

For Passage, Apply to

E. A. HEWETT,

Superintendent.

Hongkong, December 13, 1905.

## MIYAKO HOTEL, KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

December 6, 1904.

## OSAKA HOTEL, NAKANOSHIMA PARK, OSAKA, JAPAN.

(TELEPHONE: No. 713, HIGASHI).

THIS HOTEL, which faces the River on Three Sides, is the only one in OSAKA Catering for Foreigners.

ALL UP-TO-DATE COMFORTS AND EXCELLENT COUSINE.

R. EARL, Manager.

December 5, 1904.

**THE  
SEASONABLE  
COMPLAINT.**

ALMOST EVERYONE, AT THE END OF SUMMER, FEELS WILTED AND RUN DOWN. We wonder how we stood the heat of January and February so well, only to collapse when the weather is the ideal conditions. It is recommended by Physicians as especially suitable for the use of ladies and children—**ONE BOX, THIS PRICE IS ONLY ONE SHILLING.** Prepared only by the LAXATIVE CO., LTD., Budapest, Hungary.

**LAXATIVE  
IS THE  
REMEDY.**

APERTURE, is the only one of all the hundreds before the public which meets the ideal conditions. It is recommended by Physicians as especially suitable for the use of ladies and children—**ONE BOX, THIS PRICE IS ONLY ONE SHILLING.** Prepared only by the LAXATIVE CO., LTD., Budapest, Hungary.

**SOLD BY ALL CHEMISTS AND STOREKEEPERS.**

**ENO'S** A SIMPLE REMEDY

**FOR ALL 'FRUIT IMPURITIES'  
OF THE BLOOD. 'FRUIT SALT.'**

'It is not too much to say that the merits of ENO'S 'FRUIT SALT' have been published, tested, and approved, literally from Pole to Pole, and that its cosmopolitan popularity to-day presents one of the most signal illustrations of commercial enterprise to be found in our trading records.—*European Mail.*

CAUTION.—See Capsule marked ENO'S 'FRUIT SALT'. Without it you have a worthless imitation.

Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, ENGLAND.

SOLD BY CHEMISTS, &c., EVERYWHERE.

### PROTEST BY MURDER.

Why an Englishman Shot a Chinaman.

Sentence of Death.

One of the most extraordinary crimes of recent years, had for its sequel the condemnation to death at Wellington, New Zealand, of Lionel Terry, an Englishman.

Throughout Australasia there is among the white population keen feeling against the coloured races. In Terry's case this hatred became almost lunatic. He published several books on the subject, 'at finding that they attracted little attention, apparently determined to sacrifice his own life in a last effort to awaken the Colonial and Home Governments to the perils of Asiatic immigration.'

With this purpose he went to the Chinese quarter of Wellington late one night at the end of September last, walked up to an aged Chinaman named Kum Yung, and deliberately murdered him with two shots from a revolver.

Next morning Terry, bright and cheerful, went to a bookseller's to inquire about the sale of his book 'in the yellow peril,' 'The Shadow.' Being told that the sales were not large, he remarked, 'It will sell better to-morrow,' and walked to the police station, where he gave himself up as Kum Yung's murderer. About the same hour Lord Plunket, Governor of New Zealand, received a letter from Terry stating that 'he had decided to bring the matter of alien immigration before the public eye, and to that end had put to death a Chinaman the previous evening.'

Six feet three in height, dark-haired and handsome, Terry previous to going to New Zealand had had an adventurous life. He is a native of Kent, and was educated at Eton and Oxford. He served against the Mahi abole, has travelled extensively, and is an author of some merit. Only a few weeks ago a Times advertisement announced the termination of his partnership in a firm of West End estate agents. He is thirty-six years of age.

Lionel Terry was unfounded at his trial having steadfastly refused legal assistance. When asked to plead he said that he had nothing to say except that his action was right and justifiable. The Chief Justice interpreted this as a plea of 'Not guilty.' When the evidence was finished Terry read a long and carefully prepared statement, in which he strongly objected to his Majesty the King being placed in the position of protector of an ungrateful race of aliens in British possessions. He strenuously protested against the suggestion that he was the victim of an insane delusion, or that his intellect was impaired by sunstroke. His action, he declared, was the result of careful deliberation, and was committed as a protest against the Asiatic invasion and the mixing of races, and also to test the stability of the law relating to the protection of aliens.

He bore no enmity to Chinamen. On the contrary, he sincerely pitied these poor people, whose presence in New Zealand was partly the result of a vicious slave system existing in China. It was for the equal benefit of both races that this disgraceful traffic should cease, and the sooner the New Zealand Government abandoned the mad policy which had caused other parts of the world with the deepest depths of human depravity and shipped its aliens to New Zealand or Africa or some other country where they would be welcomed, the sooner would New Zealand be a fit country for white settlement.

The Chief Justice, summing up, said there was no justification and no excuse for Terry's crime. After a brief retirement the jury returned a verdict of guilty, with a strong recommendation to mercy on the ground that the prisoner was not responsible for his actions, as he was suffering mentally from a crazed caused by intense hatred towards the mixing of the British and alien races. Terry received the death sentence with a sigh of calmness.—*Daily Mail.*

### THE LIVER AND STOMACH.

FACTS YOU OUGHT TO KNOW.

THE liver and stomach work harmoniously together, to change the food we eat into blood, bone, and tissue. The stomach supplies the gastric juice which digests the albuminous part of our food, and the bile from the liver completes the process of digestion by acting on the oils and fats. The digested food is then ready for circulation into pure, rich blood. When, however, the stomach and liver are out of order, there is not enough gastric juice and bile formed to completely digest the food and form new blood, and the undigested food wastes and irritates the delicate mechanism, and clogs the bowels. Doan's Liver Pills stimulate the flow of gastric juice and bile, thus directly aiding digestion and helping in the making of new, life-giving blood. This medicine should be used by all who have such symptoms of liver and stomach complaints as these:—

Feeling of fullness, drowsiness and heaviness after meals; stomach pain; yellowing of the white of the eyes; heartburn, indigestion; spots before the eyes; constipation; vomiting; changeable appetite; melancholy feelings; difficulty in breathing; tight feeling across the chest; headache; bad taste in the mouth. Doan's Liver Pills are reliable, and they will cure all stomach, liver and bowel troubles. Doan's Liver Pills are 1/4 a box, or 8 boxes for 6/- Of all Chemists and medicine-dealers, or direct from the proprietors, The Foster-McClellan Co., 8, Wells Street, Oxford Street, London, England; post free on receipt of price. DOAN'S EXPIRING LAMP OF LIFE. This is a condition of disease which is not understood by many people, but which few of them really understand. It is simply weakness—a breakdown, so to speak, of the system, and it is the most common cause of all the ailments which afflict the human race. It is the result of overwork, of excessive mental and physical exertion, of excessive sexual indulgence, of excessive drinking, of excessive smoking, of excessive use of stimulants, of excessive use of narcotics, of excessive use of alcohol, of excessive use of opium, of excessive use of morphine, of excessive use of cocaine, of excessive use of heroin, of excessive use of strychnine, of excessive use of arsenic, of excessive use of mercury, of excessive use of lead, of excessive use of iron, of excessive use of copper, of excessive use of zinc, of excessive use of silver, of excessive use of gold, of excessive use of platinum, of excessive use of palladium, of excessive use of rhodium, of excessive use of iridium, of excessive use of osmium, of excessive use of selenium, of excessive use of tellurium, of excessive use of antimony, of excessive use of bismuth, of excessive use of tin, of excessive use of lead, of excessive use of copper, of excessive use of zinc, of excessive use of 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### Vessels Advertised as Loading

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DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
Australian Ports	Shirley (s)	Gibb Livingston & Co.	Jan. 24, at Noon.
Australian Ports	Shirley (s)	Butterfield & Swire	Jan. 25.
Cheloo	Shandi (s)	Butterfield & Swire	January 6.
Genoa, Mars., U'pool	Pak Ling (s)	Butterfield & Swire	January 20.
Java Ports	Tijmah (s)	Java-China-Japan Line	Jan. 2nd half of Jan.
Japan via Shanghai.	Tulilung (s)	Java-China-Japan Line	Jan. 2nd half of Jan.
Japan via Shanghai.	Tijpanas (s)	Java-China-Japan Line	1st half of Feb.
Kobe	Yamada Maru (s)	Sagami S. S. Co.	Jan. 2nd half of p.m.
L'don, Am'dam, A'erp	Domeneus (s)	Butterfield & Swire	Jan. 5, at 4 p.m.
L'don, Am'dam, A'erp	Yentor (s)	Butterfield & Swire	January 30.
L'don, Am'dam, A'erp	Saint Bodo (s)	Butterfield & Swire.	February 13.
London, &c.	Delta (s)	P. & O. S. N. Co.	Jan. 13, at Noon.
London, Antwerp	Japan (s)	P. & O. S. N. Co.	About Feb. 14.
London, &c. London.	Palma (s)	P. & O. S. N. Co.	About Jan. 10.
Mars., L'don & A'erp	Gilletturst (s)	McGregor Bros. & Gow	About Jan. 19
Marseilles via Saigon.	Ernest Simons (s)	Messageries Maritimes	Jan. 6, at p.m.
Marseilles, London &c.	Kouangei (s)	Messageries Maritimes	About Feb. 6.
Manila	Rabl (s)	Shewan, Tomes & Co.	Jan. 6, at Noon.
Manila	Zabro (s)	Shewan, Tomes & Co.	Jan. 15, at Noon.
Manila	Yuenyang (s)	Jardine, Matheson & Co.	Jan. 5, at 4 p.m.
N'ki, Kobe, Yama, &c.	Taming (s)	Butterfield & Swire.	January 2.
New York v. Suex Canal	Ninghow (s)	Butterfield & Swire	January 24.
New York, Suex Canal	Hudson (s)	Standard Oil Co.	About Jan. 15.
New York, Suex Canal	Atoll (s)	Dodwell & Co. Limited	About Jan. 12.
New York v. Suex Canal	Pathan (s)	Dodwell & Co. Limited	About Jan. 23.
San Francisco	Duknah (s)	Shewan, Tomes & Co.	About Jan. 16.
San Francisco v. Japan	Ohina (s)	Pacific Mail S. S. Co.	Jan. 5, at Noon.
San Francisco v. Japan	Yamato Maru (s)	Yamato S. S. Co.	Jan. 10, at Noon.
San Francisco v. Japan	Choris (s)	O. O. S. S. Co.	Jan. 15, at Noon.
San Francisco v. Japan	Marchukia (s)	Pacific Mail S. S. Co.	Jan. 26, at Noon.
San Francisco v. Japan	Hongkong Maru (s)	Toyo Kisen Kaisha	Feb. 2, at noon.
San F'isco via Japan	Korea (s)	Pacific Mail S. S. Co.	Feb. 9, at Noon.
Seattle v. Shai, Japan	Dakota (s)	Nippon Yusen Kaisha	About Jan. 27.
Shanghai v. Shai, Japan	Yamato Maru (s)	Nippon Yusen Kaisha	About Mar. 13.
Shai, Moji, Kobe Yama	Sumatra (s)	P. & O. S. N. Co.	About Jan. 7.
Shai, Kobe & Yama	Calendion (s)	Messageries Maritime	About Jan. 9.
Shanghai	Changchow (s)	Butterfield & Swire.	January 4.
Shanghai	Hanyang (s)	Butterfield & Swire	Jan. 5.
Shanghai	Arcadia (s)	P. & O. S. N. Co.	About Jan. 13.
Shanghai	Yamato (s)	Butterfield & Swire.	December 31.
Shanghai	Yinsang (s)	Jardine, Matheson & Co.	Jan. 3, at 3 p.m.
Spore, Pang & Otta	Namsang (s)	Jardine, Matheson & Co.	Jan. 2, at 3 p.m.
Spore, Pang, Olbo &c	Nippon (s)	Sander, Water & Son	Dec. 31, at Noon.
Shai and Portland, Or	Kumantia (s)	Portland & A. S. Co.	Jan. 7, Daylight.
Shai and Portland, Or	Arabia (s)	Portland & A. S. Co.	Jan. 31, Daylight.
Stow, Amoy & Tamsui	Tsing Maru (s)	Osaka Shosen Kaisha	Jan. 4, at 4 p.m.
Stow, Amoy & Tamsui	Osaka Maru (s)	Osaka Shosen Kaisha	Jan. 13, at 3 p.m.
Stow, Amoy & Tamsui	Fritch (s)	Osaka Shosen Kaisha	Jan. 10, at Noon.
Swatow	Haimon (s)	Douglas Lapraik & Co.	Jan. 5, at 11 a.m.
Stow, Amoy, Foochoo	Haiching (s)	Douglas Lapraik & Co.	Jan. 6, at 3 p.m.
Tacoma, S'to, Victoria	Tydeus (s)	Butterfield & Swire	January 24.
Tacoma, S'to, Victoria	Pingyu (s)	Butterfield & Swire.	January 25.
Victoria, B.C. via Tacoma	Shandi (s)	Dodwell & Co. Limited	About Dec. 29.
Victoria, B.C., Tacoma	Shandi (s)	Dodwell & Co. Limited	About Dec. 23.
Vancouver (B.C.)	Empress of China (s)	Canadian P'fic R. Co.	January 10.
Vancouver (B.C.)	Athenian (s)	Canadian P'fic R. Co.	January 24.
Vancouver (B.C.) &c.	Empress of India (s)	Canadian P'fic R. Co.	February 7.

January 3, 1906.

Stocks.	No. of Shares.	Par.	Paid up.	Closing Quotations, Cash.
<b>BANKS.</b>				
Hongkong and Shanghai Bank Corp.	80,000	£ 125	all	£885, buyers
National Bank of China, Limited	99,835	£ 7	£ 5	£38, buyers
<b>MARINE INSURANCES.</b>				
Canton Insurance Office Co., Ltd.	10,000	£ 250	£ 50	£315, sellers
China Traders' Insurance Co., Ltd.	24,000	£ 83.33	£ 35	£87, buyers
North-China Insurance Co., Ltd.	10,000	£ 15	£ 2	£14, 90
China Insurance Society, Ltd.	500	£ 250	£ 100	£717½, sales
Fongtsang Insurance Association, Ltd.	8,000	£ 100	£ 50	£170
<b>FIRE INSURANCES.</b>				
China Fire Insurance Co., Ltd.	20,000	£ 103	£ 50	£89, buyers
Hongkong Fire Insurance Co., Ltd.	8,000	£ 250	£ 50	£330, sellers
<b>DOCKS, ETC.</b>				
H'kong & Whampoa Dock Co. Ltd.	50,000	£ 50	all	£164
Geo. Fenwick & Co., Limited	£ 18,000	£ 25	£ 25	£25
New Amoy Dock Co., Ltd.	10,000	£ 62	£ 62	£174½
S. C. Farman, Boyd & Co. Ltd.	55,700	£ 100	£100	£127
<b>STEAMBOATS, ETC. ETC.</b>				
China and Manilla S. S. Co. Ltd.	30,000	£ 25	£ 25	£21, sellers
Douglas Steamship Co., Limited	40,000	£ 50	all	£35, buyers
H.K. Q. and M. Steamship Co., Ltd.	80,000	£ 15	£ 15	£2
Indo-China S. N. Company, Limited	60,000	£ 10	all	£80
Star Ferry Company, Ltd.	10,000	£ 10	£ 10	£32
Shell Transport & Trading Co. Ltd.	250,000	£ 10	£ 5	£23, seller
Tate & Lyle & Co., Ltd.	£ 8,000	£ 1	£ 1	£24, sellers
Shanghai Tel. & Lighter Co., Ltd.	200,000	£ 10	£ 50	£12, 30
do. Preference.	100,000	£ 60	£ 10	£12, 60, sellers
do.				£12, 60, sellers
<b>REFINERIES.</b>				
China Sugar Company, Limited	20,000	£ 100	all	£200
London Sugar Company, Limited	7,000	£ 100	all	£24
Perak Sugar Cultivation Co., Ltd.	7,000	£ 60	£ 50	£12, 70
<b>WHARVES.</b>				
H.K. & Kw. Wharf & Godown Co.	30,000	£ 50	all	£108
Shanghai and Hongkong Wharf Co.	10,000	£ 100	all	£100
	20,000	£ 100	all	£100
	12,000	£ 100	all	£100
<b>LAND AND BUILDING.</b>				
Hongkong Land Investment and Agency Company, Limited	50,000	£ 100	100	£124, buyers
Shanghai Land Investment Co., Ltd.	52,000	£ 60	£ 50	£12, 50
Kowloon Land and Building Company	6,000	£ 50	£ 50	£40, sales & buyers
Wel-hel-wei Land & Building Co., Ltd.	3,764	£ 25	£ 25	£12, 35
Hampshire, Estate & Finance Co.	150,000	£ 10	all	£124, buyers
West Point Building Co., Limited	12,500	£ 50	£ 50	£45, sellers
<b>TRAMWAYS.</b>				
H.K. High-Level Tramways Co., Ltd.	1,250	£ 100	all	£210
<b>Mining.</b>				
Société Française des Charbonnages du Tonkin	16,000	£ 250	all	£490
Rand Aust. Gold Mining Co., Ltd.	200,000	£ 1	£ 1	£375, buyers
<b>Hotels, etc.</b>				
Hongkong Hotel Company, Ltd.	12,000	£ 50	all	£149
Astor House Hotel, Ltd. (H'kong)	2,000	£ 100	£ 100	£135
Astor House Hotel Co., Ltd. (S'hai)	3,000	£ 21	£ 25	£312

g & Lighter Co., Ltd.	200,000	Tls.	50	Tls.	50	Tls.
g & Lighter Co., Ltd.	100,000	Tls.	50	Tls.	50	Tls.

Selling Agents.		Tons.		Tons.		Tons.		Tons.	
REFINERY.									
China Sugar Company, Limited.....	20,000	\$	100	all	\$200				
London Sugar Company, Limited.....	7,000	\$	100	all	\$24				
Perak Sugar Cultivation Co., Ltd.....	7,000	Tls.	50	T	50	Tin	70		
WHARVES.									
H.K. & Kwong Wharf & Godown Co.	30,000			all					
	10,000	\$	50		\$108				
Shanghai and Hongkong Wharf Co.	20,000								
	12,000	Tls.	100	Tin	100			Tin	210, buyers
LAND AND BUILDING.									
Hongkong Land Investment and Agency Company, Limited.....	50,000	\$	100	100	\$124, buyers				
Shanghai Land Investment Co., Ltd.	50,000	Tls.	50	Tls.	50	Tin	120		
Kowloon Land and Building Company	6,000	\$	50	89	\$40, sale & buyers				

Lighting, a Gas Co., Limited...	7,000	£	10	all	3175.
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Shanghai Gas Company, Ltd.	8,000	Tls.	60	Tls. 54	Tls. 122 1/2, buyers
Hongkong Electric Co., Ltd.	30,000	\$	10	\$ 10	\$15, buyers
New Electricals (new issue)	30,000	\$	10	\$ 10	\$1 1/2, buyers
Green Island Cement Co., Ltd.	150,000	\$	10	\$ 10	\$38, sellers
MISCELLANEOUS.					
Selle Asbestos Eastern Agency, Ltd.	8,000	\$	12 1/2	13 1/2	\$7
United Asbestos Oriental Agency, Limited	9,000,000	\$	10	\$	4 3/4
H.K. Steam Water Co., Ltd.	100,000	\$	10	\$	10 \$160
Hongkong Dairy Farm Co., Ltd.	15,000	\$	10	\$	\$13, sellers
Hongkong Ice Company, Limited	25,000	\$	7 1/2	\$	\$14, sellers
Shanghai Waterworks Co., Ltd.	5,000	\$	2	all	\$25
H'kong Rope Manufacturing Co., Ltd.	7,200	\$	8	\$	Tls. 430, buyers
H'kong Cotton Spinning Co., Ltd.	10,000	\$	60	all	\$152
Ewo Cotton Spinning and Weaving Co., Ltd.	125,000	\$	10	\$	10 \$15
International Cotton Manufacturing Co., Ltd.	20,000	Tls.	50	Tls 50	Tls. 44
Laoen-Kung-Mow Cotton Spinning and Weaving Co., Ltd.	10,000	Tls.	75	Tls. 75	Tls. 40
Soy Chee Orton Spinning Co., Ltd.	8,000	Tls.	100	Tls 100	Tls. 54
China Provident Loan Mortgage Co., Ltd.	2,000	Tls.	600	Tls 600	Tls. 250
China Borneo Company, Ltd.	300,000	\$	10	\$	10
Campbell, Moore & Co., Limited	60,000	\$	13	\$	\$10, sellers
Wm. Powell, Ltd.	1,200	\$	10	all	\$30
Shanghai and Hongkong Dyeing and Cleaning Co., Ltd.	12,000	\$	13	\$	\$10 1/2
South China Morning Post	3,000	\$	10	\$	50
CARGO BROKERS.					
Philippine Co., Ltd.	8,000	\$	25	\$	\$20, sellers
Alhambra Limited	67,600	\$	10	\$	65, buyers
	300 1/2	\$	5 1/2	\$	\$10 1/2, buyers
LOANS.	Amount.	Value.	Interest.	Quotations.	
Chinese Imperial 1894	Tls. 787,800 Tls.	850 7 1/2 % in m/c	Par.		
VERNON and SMYTH Share Brokers.					

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